OUR SKIPPERS' GALLERY.

CAPTAIN SYCAMORE.

THE appointment of Captain Sycamore to the command of the new *Valkyrie*, in conjunction with Captain W. Cranfield, makes the presentation of his portrait at this particular moment peculiarly appropriate. Captain Sycamore, who was born in 1856, is what may be called a Colne native, his parents being natives of Rowhedge, on the banks of the Colne. At an early age he took to the sea, and his first ship was the schooner yacht *Lady Evelyn*, owned by the Marquis of Ailsa. Her skipper was the late Ben Harris, of Itchen Ferry, to whom Captain Sycamore was much attached, and the latter has frequently remarked that Harris was one of the best skippers that ever took the helm of a racing yacht. As Sycamore always went with Harris when racing the Marquis's well-known cutter *Bloodhound*, he no doubt acquired a good deal of racing experience, which he has turned to good account by his subsequent successes. He was with the Marquis from April, 1875, to 1878, during which time he went to the Mediterranean, West Indies, and was at Culzean Castle one winter.

In 1879 he served in the 20-cutter *Louise* under Skipper Unwin (owner, Mr. Atkins), and continued with the latter till end of 1883. During the last two years he was master of Mr. Atkins' 3-ton racing cutter. In 1884 he was skipper of *Amberwitch*, yawl, 56 tons, owned by Captain Douglas, and in 1885 he was offered the berth of skipper to Mr. Beauclerc for the latter's 14-ton cutter *Amelia*, and was with him till 1892, during which time he was skipper of the well-known *Heathen Chinee* and the notorious *Babe*, the crack 2½ boat of seasons 1890, '91. The first season he took with her 25 prizes; second season. 39, of which 36 were first prizes and 3 seconds.

CAPTAIN SYCAMORE.
Photo by F. RUFFELL, *Brightlingsea.*

In 1892 he took command of Admiral Montagu's *Corsair*, 40, and that season won 25 prizes, 13 firsts, including the Queen's Cup. The Admiral then built *Vendetta*, and with her Captain Sycamore took 19 prizes, 11 firsts. *Carina* followed, and his prize list amounted to 31 prizes, including the Queen's Cup and 24 firsts. In one of the races at Cowes last season the German Emperor sailed with them in *Carina* and himself presented Captain Sycamore with a handsome diamond scarf pin. He is not only a skilled summer yachtsman but is one of the keenest wildfowl sportsmen on the East Coast, which is abundantly proved by a visit to his residence, where he has a splendid collection of all kinds of wildfowl that have fallen to his gun.

It is hoped that the arrangement now made by Lord Dunraven with the two skippers will prove a success and be the means of *Valkyrie* securing *America's* Cup.

YACHTS' DECK SEAMS.—Specify Jeffery's Patent Marine Glue; it is cleanly, elastic, and insoluble. Also used for waterproof skins between plankings of diagonally-built boats, pinnaces, &c.—ALFRED JEFFERY & Co., Marshgate, Stratford, London, E. Telegrams, "Marine Glue, London."—ADVT.

NEW YORK YACHT CLUB.

THE New York Yacht Club held its general meeting on Friday, and elected the following officers:—Mr. Edward M. Brown, for Commodore; Mr. Henry C. Ward, for Vice-commodore; Mr. James C. Bergen, for Rear-commodore; Mr. J. V. S. Oddie, for Secretary; Mr. F. W. J. Hurst, for Treasurer; Mr. John Hyslop, for Measurer; and Messrs. S. Nicholson Kane, Chester Griswold and Irving Grinnell for the Regatta Committee.

The club passed new classification rules which wipe out the old method of measurement by load waterline length and substitute the racing length, but limiting the number of men in a yacht's racing crew to the number on board at the time of the official measurement. The usual Goelet cups were offered. The regatta will take place on June 13th.

The *Herald's* Bristol correspondent says that the new Cup defender is certain to be a fin-keel boat with 4ft. more waterline length than *Vigilant's* wetted surface. It will be a small boat like a big canoe. The top and body will be the same as *Jubilee*, but the fin will be permanent. The hull is likely to be composite, but this is not settled. It is probable that the displacement will be 145 tons.

YACHTING IN FRANCE.

THE Union des Yachts Français has issued the following communication, which is of the greatest importance to owners of pleasure yachts in France:

"At the request of Admiral Baron Lagé, President of the Union des Yachts Français, the Department of Finance has just granted to pleasure boats the benefit of the provisions of Article 23 of the law of July 2nd, 1836, and of Article 2 of the law of June 30th, 1893. Henceforth owners of yachts will be authorised, like vessels of the military and merchant navy, to obtain, duty free, from the stores at every Custom House the mineral oil and coal necessary for working the engines in their navigation (steam and petroleum) at sea or on the rivers."

This concession is of the highest importance to the Union des Yachts Français, which has nearly 500 yachts flying its flag.

At a general meeting of the Société de la Voile Arcachon, held on Feb. 15th, the following were elected to the Council of Administration:—President, Ad. Demay; Vice-presidents, MM. Edwin White and Philippe E. Grédy; Secretary, M. F. Dussaut; Assistant Secretary, M. Eugène Larronde; Treasurer, M. Lanneluc-Sanson; Councillors, MM. H. Peyrelongue, G. Sahuqué, A. Dubos, L. Wetterwald, E. Guiraut, J. Guédon, F. Péhau, J. Le Vavasseur, J. Loste, G. Archambeaud, D. Flouch, H. Graviére, Jean Dubos, and A. W. Cremers.

BRIGHTON.—Khorna House, 53, Norfolk Square, close to Lawn and Pier. Hove Omnibuses pass door. Smoking Room, liberal table, young and cheerful society. Moderate. Inclusive terms. 15s. Saturday to Monday.—Address, Proprietress.